





## Daily Edmonton Bulletin.

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Delivery by post per year, \$3.  
Strictly in advance.

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MONDAY, JANUARY 5, 1903.

## A MISTAKE SOMEWHERE.

The Quebec Daily Chronicle of Dec. 22nd, publishes what purports to be an interview with D. D. Mann, vice-president of the Canadian Northern, on the subject of the proposed Grand Trunk Pacific scheme. Quebec is apparently intensely hostile to the Grand Trunk scheme, and the Chronicle voices the opinion of Quebec. It quotes Mr. Mann as saying:

"The people of the West do not look upon the Grand Trunk scheme with enthusiasm. Some time ago the company's agents went to Edmonton with the object of negotiating for a large tract of land to erect a station, elevator, etc. Mr. Mackenzie and myself were a distance away on our line at the time, and two days later, the mayor of Edmonton, accompanied by a deputation of leading citizens, came to meet us, when they informed us of the facts, adding that they did not want the Grand Trunk to come to their town. It was not going to work for Canada but for the ports of New York, Boston and Portland, and if their products were to be carried east for shipment they preferred that a Canadian line, and not one with American leanings, should do the work. They wanted the products of the country shipped through Canadian channels and not American, and they did not propose to work for 40,000 English bondholders who cared so little for Canada as to encourage American ports in preference to Canadian. Besides there was money enough in Canada now to build our own railways, which should be invested and the interest kept in the country instead of being allowed to go abroad."

In case readers of the above might imagine that the words by Mayor and leading citizens of Edmonton had been taken from their senses the Bulletin begs to say that in the first place it does not believe that Mr. Mann ever said what the Chronicle says he said. In any case it is found to say from personal knowledge that no such ideas were advanced by the mayor or any of the leading citizens on the occasion mentioned. And it has every reason to believe that no such ideas are held by any one in Edmonton or surrounding district. While of course as Canadians they would prefer to see Canadian trade handled entirely from Canadian ports and are prepared to go a reasonable distance to secure that end they are not willing to go quite so far as to refuse increased and improved transportation facilities on that account. Indeed a word to the Chronicle and its readers in Quebec on that subject might not be amiss. The people of the West believe that they are doing their share in the upbuilding of Canada by making productive the natural resources of their part of the country, and they look to their fellow citizens of the ocean ports to do their share in improving and developing the facilities as those ports as they can handle continuously and in competition the traffic which the West creates. It is a little too much to expect the West to create the traffic, to provide port facilities and to refuse transportation except to their ports.

Another word as to Edmonton's position towards the Canadian Northern and the Grand Trunk Pacific. During the time of the visits of the magnates of the respective railways Edmonton was dealing with the Canadian Northern as a going concern, to the end of mutual advantage to the railway company, the town and the district. The negotiations are still in progress and there is every prospect that a satisfactory conclusion will be reached. But Edmonton holds the belief that there is room not only for one but for two or more roads in this the largest unbroken area of fertile country in the Dominion. Both the Grand Trunk and the Canadian Northern people expressed themselves definitely as being of the same opinion, and neither one suggested or hinted at the exclusion of the other or at securing any advantage over the other. Edmonton is anxious to have the Canadian Northern doing business in the town under the most favorable conditions for the public and the company. The Canadian Northern being on the ground they were able to get down to business with them at once. We are just as anxious to have the G. T. R. Pacific doing business in the town under just as favorable conditions and are prepared to make just as great concessions to that end. It may not be out of order to remark that if the C. P. R. and the G. T. R. meant just

ness, as is indicated by the lines they have been running recently, they will find Edmonton ready to do business with them on as favorable terms as the circumstances admit.

This is the big end of Canada. There is room here not only for two but for ten lines, if Ontario is a comparison. Four railway schemes are now pointing for Edmonton and none of them need be afraid of getting the cold shoulder from this town, if they want to do business here. But the Canadian Northern is here now. We can deal with them as a matter of fact, not of prospects. We cannot afford to hold back from dealing with them because of prospects held out by some other concern. Nor do we propose in any dealings we may have with the Canadian Northern to shut ourselves out from dealing with any other company that may wish to deal with us.

## HOCKEY RINK.

The new hockey and curling rinks are now completed. They have an imposing and handsome outside appearance and are roomy and convenient inside. They will compare most favorably with the best rinks in the largest cities, and are a monument to the enterprise of the proprietor, H. Scott, M. L. A., to the skill of the architect, J. D. Johnson, and the workmanship of the contractor, R. J. Munson. The Bulletin has secured from the architect the following complete and technical description of the hockey rink and of the principle of its construction. An arch of 83-1/2 feet diameter, built only of inch boards and supporting an immense roof is sufficiently remarkable to be well worth the study of all interested in structural work.

The hockey rink is semi-circular in shape, that is the side walls, and roof form an half circle, whose diameter is 83-1/2 feet and length 204 feet, supported by nine half circular trusses constructed on the Howe principle. They are spaced 18-1/2 feet from centre to centre, and the foot of each truss is sunk into the ground 4 feet, resting upon 12x12 inch timbers, which latter also are set upon concrete blocks. Both the upper and lower chords of truss are braced to the foundation with 16x12 inch timbers, placed at an angle of 45 degrees with the truss, and bolted to the foundation timbers and upper and lower chords. Each truss is formed by an upper and lower chord, built up of six 1-inch boards, with 2 inch centre plank cut to the required radius, every alternate board and plank breaking joints over the one below, and spiked and bolted together. The depth of truss from top of upper chord to underside of lower chord is 4 feet, and the span is divided into 40 panels by 3-4 inch wrought iron tension rods, bolted through upper and lower chords, abutting at an angle of 35 degrees against the angle blocks of chords. The timber supports of the truss together with the foot braces, and that portion of the truss below the ground level, are tarred as a preservative against damp or moisture. It is intended, to case this portion of the work below ground with hard burnt brick set in cement. The weight of each truss independent of rafters and roof covering is about 2,500 lbs.

This method of construction, i. e. a semi-circular truss having built up chords, gives the minimum weight with the maximum strength, outside of course of a steel truss similar in shape.

The front and rear ends of rink together with the partition dividing the waiting rooms from the rink, are of 2x6 inch studding having 2x6 inch girts, diagonal braces and struts, formed half circular in shape to suit the radius of trusses. The rafters are 2x8 inches laid horizontally on trusses and covered with diagonal shiplap, to be covered eventually with felt or mica roofing.

There are three front entrances to the rink having folding doors, the centre one opening into a lobby 15 feet long, by 112 feet wide, leading direct through another pair of folding doors to the rink. In this lobby is a ticket office, with door and pig wicket. To the left of the lobby is the ladies' waiting room 23x15 feet, having separate entrance from the street, and also to the rink. To the right of the central lobby is the gentlemen's waiting room 15x31, a duplicate of ladies' waiting room. These rooms, lobby, etc., are sheeted with matched ceiling. The front windows are large with transoms over, and all double hung. There are also transoms over the entrance doors. The end partitions of waiting rooms are glazed so that games may be viewed from these rooms. Above the waiting rooms on the second storey are the hockey club and band rooms, access to which is by stairs from platform in the rink.

The ice is enclosed by a timber curb and railing 4 feet high above the ice. The platforms at front, rear and sides are raised, and a gallery of four seats runs the length of each side of the rink. There are two chimneys, carried up from the foundation, one for each waiting room, and the rooms above.

The rink is lighted and ventilated by the walls being two bricks thick, on which are set 8x8 inch sills.

The rink is lighted and ventilated by corner windows in each side, every other sash being hung and operated for ventilation.

## You Can't

## Make a Mistake

## By Buying Your BISCUITS

## &amp; CONFECTIONERY

## From Us.

In Biscuits we offer you the very choicest productions of the best makers in Canada and Great Britain.

Always new.  
Always fresh, crisp and dainty.  
We have something entirely new to show you in Huntley & Palmers' Ice Creams and Philippones, their newest and daintiest productions.

## H. &amp; P. Nursery

## Biscuits.

Is the nicest and best children's biscuit there is.

## Our Confectionery

has established its reputation.  
Our Chocolate Creams and Bon-Bons are always the freshest, daintiest and most delicious that can be produced.

## The Hudson's Bay Stores.

## NEW SAWMILL.

J. F. P. Senade of Cloquet, Minnesota, will operate a Sawmill at Vermilion Springs for the winter. First Class Work will be done.

## Imperial Bank of Canada.

Capital Authorized, \$4,000,000  
Capital Paid Up, \$2,500,000  
Reserve, \$1,497,000.00

Branches in Canada and Foreign.  
T. R. Merritt, President.  
D. K. Wylie, Vice-President.  
Wm. Munsey, Cashier.  
Sutherland, Stewart, & Co. Bankers.  
Head Office, Toronto Ont.

D. B. Wylie, General Manager.  
E. Hay, Assistant General Manager.  
W. J. McKim, Chief Cashier.

BRANCHES IN CANADA AND FOREIGN.  
Calgary, Alberta.  
Edmonton, Alberta.  
Hamilton, Ontario.  
Ingersoll, Ontario.  
Port Colborne, Ontario.  
Port Hope, Ontario.  
Toronto, Ontario.  
Windsor, Ontario.

BRANCHES IN THE DOMINION AND BRITISH COLUMBIA.  
Brandon, Man.  
Calgary, B. C.  
Edmonton, Alta.  
Fergus, Ont.  
Hamilton, Ont.  
Ingersoll, Ont.  
Port Colborne, Ont.  
Port Hope, Ont.  
Toronto, Ont.  
Windsor, Ont.

AGENTS IN GREAT BRITAIN—Lloyds Bank Ltd. 15 Lombard St., London, with whom money may be deposited for transfer by letter or cable to any part of Canada.

AGENTS IN UNITED STATES—New York, Bank of Montreal and Bank of America; Buffalo, Bank of Montreal; Boston, National City Bank; Chicago, First National Bank; Union National Bank; Detroit, Detroit National Bank; Duluth, First National Bank; American Exchange Bank; Philadelphia, Farmers' and Merchants National Bank; St. Paul, Second National Bank; Minneapolis, Northwestern National Bank; St. Paul, First National Bank; Portland, Oregon, Wells, Fargo & Co's Bank.

EDMONTON BRANCH.  
DRAFTS SOLD, available at all points in Canada, United States and Europe.

LETTERS OF CREDIT issued, available in any part of the world.

SAVINGS BANK DEPARTMENT—Deposits received and interest allowed.

DEBITORS—Municipal and other Debentures purchased.

GOLD AMALGAM purchased.

SCRIP (Dominion Government) bought and sold.

G. E. F. KIRKPATRICK, Manager.

## FLOUR

## ALL STANDARD GRADES

Made on carefully selected Wheat

Weight Stamped on Every Sack

Always ask for Flour made by

The Edmonton Milling Co.

(Limited)

STRAITHDONA, ALTA.

## New Departmental Store.

## REVILLON FRERES

## Gents' Furnishings.

We have a complete line of Gents' Furnishings of the latest and most approved styles. We buy on the principle that the best is not too good for Edmonton. We have the best in quality and style whether produced at home or abroad.

## GLOVES.

Perrin Freres imported silk lined, mocha and kid gloves and mitts.

## HATS.

The real Stetson, all styles direct from the manufacturers, quality guaranteed.

## MEN'S SUITS.

The 20th Century brand made by Lowndes of Toronto, fine tweeds and worsteds. Cut and finish equal to the best tailor made. Overcoats, smoking jackets, dressing gowns.

## SHIRTS, COLLARS, ETC.

Lowesteins' imported linen shirts and collars. Tookes' collars, ties and shirts. Flannel and negligee shirts. The Chester Brace in silk, satin and web.

## UNDERWEAR.

The celebrated imported Wolseley brand in wool and silk. The best Canadian fleece lined goods. Men's hose in silk and wool, all shades. Also a splendid line of trunks and portmanteaus.

We have special departments in Dry Goods, Clothing, House Furnishings, Boots and Shoes, Crockery, Groceries, Hardware, Stoves, Tin and Granite Ware, Etc., Etc.

New goods arriving every day.

Don't forget—all new.

## REVILLON FRERES

Edmonton, - Alberta.



## THE C. N. R.

Free Press, Dec. 30.  
Mr. Wm. Mackenzie, president of the C. N. R., arrived in the city this morning in company with Premier Roblin and General Inspector James, after an absence of two and a half months. He was seen in his office this afternoon and said that he was merely up on general business in connection with his road.

"Have you any new railway construction under consideration?"

"We would like to complete the work already projected before undertaking the construction of any new lines."

"When Mr. Mann was here he stated that the rapidity of the rate of progress of construction would depend on what government assistance was received."

"Yes, naturally, enough, with material at top notch and the expenses of construction so much higher than it was a few years ago government aid would materially help us in the completion of our plans."

"In regard to your purchase of steel rails in Germany, Mr. Clergue has made a rejoinder to the statements made by you in the past."

"Well, the fact remains that we ordered rails from Mr. Clergue and they were not delivered, and I do not think that that has been gained."

"Did you hear anything new in the east regarding the Grand Trunk's transcontinental railway project?"

"The project is not being undertaken by the Grand Trunk company and the statement that they are going to build did not come from them as far as I can learn. It is a new company and they are in the position of any other new company that have not yet obtained a charter even. They say they are going to build and that is all I know of the scheme. The Canadian Northern is not in any way affected by the project. We are not selling out and have no intention of selling."

"Have you ever been asked to put a price on your road?"

"We are not selling," replied Mr. Mackenzie, with a laugh.

## STRATHONA

Plaindealer, Jan. 2.

The Plaindealer gives the value of building improvements in Strathona for the year 1902 as \$90,000.

Two rings of Strathona entered visited Wetaskiwin on New Year's day. The result was a game each for Strathona and Wetaskiwin.

The enrollment at the Strathona public schools for December was 308.

Teachers and schools: Mr. C. W. Brown, of Hillsdale joins the Strathona staff and is succeeded in Hillsdale by J. E. Carmichael; A. L. Martin takes charge of Nashville school and D. G. Bisset of Battle Lake school, both near Wetaskiwin; W. A. Monroe, is in charge in Colchester school; A. Bisset begins work in Willow Creek school; Miss Lawford returns to Victoria school, and Miss Boyle resumes her former position in Huron school; Miss McWhinney is engaged in Cherry Grove school near Wetaskiwin and Miss McCartney in White Mud school; Miss S. E. Ferguson begins work in the Willow Ridge school, Miss E. M. Watson in the Rabbit Hill school and J. D. Currie in the Northern school. Miss Sutherland continues in charge of the Darling school east of Wetaskiwin and Miss Willis at Spruhead; Mr. J. M. Moran succeeds Mr. E. Richardson in re-engaged in East Edmonton district.

## WEST BEAVER LAKE

At last we have a weekly mail service. The department deserve the thanks of the community for providing us with this most appropriate New Year's gift.

Logan post office has been re-opened with as of yore L. A. MacKenzie in charge.

The roads are in excellent shape. The trip to town is frequently being made in one day.

A large quantity of timber is being cut in the woods this winter. Nearly 40 men being in the bush at the same time.

Christmas festivities were held in Northern, Telford and Ross Creek during the holidays. At each of these occasions a most pleasant time was spent, interesting and pleasing entertainment being provided.

Traffic is going over the lakes into town now. The trail over Beaver lake is now safe and traffic is going, that way.

A new Methodist missionary, Mr. Cox, has arrived to assist Rev. Mr. Longley in this part of the field. Mr. Longley will confine himself to the eastern part of the field where expansion is the order of the day.

Property is being built high owing to probability of a railway building near this part of the world.

Newcomers are still continuing to arrive. Mr. Drea, from Washington, recently brought in 60 head of horses and is locating south of the lake. Another, J. Pulsifer, brought in a large herd of horses from Southern Idaho.

## THE FRASER RIVER DREDGE SUNK

Ashcroft Journal.

Last week the Journal referred to the success which has attended the work of the Cobble-dredge at Lytton. It now records that the dredge lies at the bottom of the river, presumably as the result of springing a leak. There will be some difficulty in raising the dredge. The dredging industry in this province has been greatly assisted by the results attained by this dredge in spite of its apparent defects, and in spite of being managed from an office in London.

## Railway Bonus.

The Winnipeg board of trade recently wrestled with the motion offered at a previous meeting by A. Macdonald, ex-mayor of the city, against further bonuses to railways. The proposed resolution was published in the Bulletin. At an adjourned meeting held on Dec. 29th, to discuss the resolution the following was moved as an amendment:

"Resolved that the Winnipeg board of trade has heard with great pleasure, of the intention of the Grand Trunk Pacific Railway Co., to build an independent line of railway through Manitoba and the Territories to the Pacific coast, and wish to place on record their opinion that such an independent through line from Atlantic to Pacific is urgently needed by this western country, and the whole Dominion of Canada. This board, however, having heard that it is the intention of the promoters of this enterprise to ask parliament for a valuable railway franchise, and in addition government aid in the shape of money, land grant or guarantee, they would respectfully urge upon the Dominion government and parliament the duty of seeing that only such aid is given as the circumstances of the case will fully justify, and that the greatest care be taken to insist on such safeguards and guarantees being given by this railway company, as will ensure the country's enjoying an efficient service, both freight and passenger, with rates that shall in no case exceed what is just and reasonable."

The board adjourned again until today, being unable to come to a conclusion.

The Manitoba & North-Western Railway Company is giving notice of an application to parliament for power to construct a railway from Churchill bridge, on its main line, to Wetaskiwin, passing through Saskatchewan in the vicinity of Battleford.

## If I Were You.

I would ask to see the White Aprons at the Hudson's Bay Stores.

It doesn't pay you to make aprons. You will admit this when you see our stock.

Our Aprons are made beautifully made, with lots of cloth in them—made to wear as well as made to sell.

We have them in 15 different varieties and prices, from a plain, neat lawn at 25 cents to some handsome elaborately ticked and pleated and embroidered ones at \$1.25.

## In Flannellette Goods.

Such as Night Dresses, Underwear, Corset Covers, Dressing Jackets, &c., our stock will be found especially attractive.

## Our Silk Blouses, Flannel Blouses, Wrappers Etc.

Are considered to be the nicest and most stylish in town. Our prices for these will compare favorably with anything in Canada.

## The Hudson's Bay Stores.

## Bad Dakota Storm

Grand Forks, N. D., Dec. 24.—The special train carrying President J. J. Hill east from the coast is snowbound somewhere between Devil's Lake and Larimore, but all wires have gone down and nothing more can be ascertained of it.

The storm has been a furious one. It started in the western part of the state and has worked this way. Not much snow has fallen, but the wind has been terrific. The temperature is 10 below. The wind was abating at noon.

Toronto, Dec. 23.—In an interview here to-night, Hon. Clifford Sifton said that while no proposal was before the government, he was certain that if any assistance was given the Grand Trunk Pacific, such aid would not take the form of a grant of land.

An Ottawa despatch of Dec. 30th says: Hon. J. H. Ross, of the Yukon, returned here to-day from London, Ont. After transacting some business with the interior department he will go south until the opening of parliament.

## TRANSIENT ADVERTISEMENTS.

NOTICE is hereby given that the Edmonton Street Railway Company will apply to the Parliament of Canada at its next session for an amendment to their Act of Incorporation (57-58, Vic. 1894, C. 71) to enable the Company to construct street railway or tramway lines (operated by any motive power other than steam) radiating in any direction from the town of Edmonton, for a distance not exceeding fifty miles, instead of only ten miles, as now authorized by the said Act, and to enable the Company to enter into agreements, not solely with the Calgary & Edmonton Railway Company, but also with any other Railway Companies, and for other purposes incidental thereto.

BECK, EMERY & DUBUC, Advocates for the said Company. Dated at Edmonton, this 13th day of November, A. D. 1902.

## ESTRAY.

Change the premises of the subscriber, Dutch post office, a yearling bull, brindled with white flanks and white star in forehead; no brand. Owner unknown; pay expenses, and take the same away. A. CAMERON.

## DANCING SCHOOL

Season 1902-1903

Hepburn's Dancing School

P. G. Kidston, Associate Instructor.

Terms made known upon application.

Regular Lessons.

(Afternoons reserved for Children.)

Juveniles 4.30 to 6 p. m. Adults, 8 p. m. to 12 p. m. on the following dates:

For January 1903.

Fridays—the 2nd and 9th; Thursdays—the 11th and 22nd; Tuesdays—the 6th, 20th and 27th; Monday—the 12th.

Every Tuesday and Thursday during February.

An Assembly every second lesson night from 9 to 12 p. m. You can join at any time without the slightest interference with the advancement of anyone.

Private lessons by appointment.

Phone 106. Hours at the Hall lesson days.

## NOTICE.

The Calgary and Edmonton Railway Company will apply to the Parliament of Canada, at its next session, for an Act to authorize it to construct the following lines:

1. A branch line from Wetaskiwin on its main line easterly, a distance of 100 miles.

2. A branch line from a point between Lacombe and Red Deer on its main line easterly 100 miles.

3. A line from Strathcona, the present terminus of its railway, to the Town of Edmonton by the most feasible route.

4. A branch line from some point at or near Edmonton in a northerly or north-westerly direction for a distance of 100 miles,

with power to extend along such lines its telegraph and telephone lines, and operate the same, together with such other powers and privileges as are usually given to Railway Companies and which may not be included in its charter.

Dated this 18th December, 1902.

KINGSMILL, HELLMUTH, SAUNDERS & TORRANCE, Solicitors for the Company.

17-34c.

NOTICE is hereby given that application will be made to the Parliament of Canada at its next session for an Act to incorporate a company to be called the Edmonton and Peace River Railway Company, to construct and operate a line or lines of railway, commencing at the Town of Edmonton thence northerly to Athabasca Landing thence following the Athabasca River in a northerly direction crossing said river at its junction with the Little Slave River thence following the Little Slave River westward to the Lesser Slave Lake thence following either side of Lesser Slave Lake to its Western Limit thence in a Northwesterly direction to Peace River opposite Fort Duvergne, thence proceeding generally in a westerly direction on the south side of Peace River to the Forks of Peace River, the Province of British Columbia; with power to build a branch line from a point on the main line in a southerly direction to Grand Prairie.

With further power to construct a tramway at Vermilion Rapids on Peace River and at the Portages on Slave River. With power to acquire, construct and operate branch lines, to build, own and maintain docks, and wharves, to equip, own and build boats and to operate the same, to equip, own and operate telegraph and telephone lines, and to generate electric power for heating, lighting and motive power; to appropriate land necessary for the said railway, and to levy and to collect tolls and to make traffic arrangements incidental to said line of railway.

McGIVERN & HAYDON, Solicitors for Applicants.

Dated at Ottawa, Canada, this 12th day of November, 1902.

17-34c.

## WE NEVER STAND STILL.

We are not content to stand idle, satisfied with the position we hold, but we are continually pushing forward. We make constant, steady, vigorous efforts for hourly advancement. Nowhere do we allow relaxation in the work of making this house the best possible illustration of correct twentieth century merchandising. Whenever and wherever we see a chance of improvement we grasp it, as new methods of advancement are developed we adopt them. It is indisputably true that McDougall & Secord's store is recognized as Edmonton's best and surest store—a place where the new things can be seen first and where you can depend upon it that the quality is there, no matter what the price.

A continuous growth from a rather modest store to the largest store in Edmonton devoted to Wholesale and Retail trade is the brief history of McDougall & Secord's store. It is the store attraction of the town, and surely a cause for civic pride. It is big because it needs to be big. It needs to be big because it was and is the best. Fair prices, large variety in all lines of goods and general good service are bound to win. They have won.

In conclusion we cordially wish our patrons and friends the compliments of the season. We join heartily in the spirit that gives rise to good and heartfelt wishes for each other's health and happiness, and yet it is not out of place to cordially invite you to inspect our beautiful stocks in their different departments.

To the housewives of the town and vicinity we wish a Happy New Year as well as to the sharers of their sorrows and joys. We thank our patrons for past favors and solicit a continuance of same.

## McDOUGALL &amp; SECORD.

WHOLESALE AND RETAIL  
PHONE 36.

EDMONTON.

## SHERIFF'S SALE

Having the following goods under seizure, I will offer for sale at the Sheriff's Office, Edmonton, on

Monday, January 5, 1903

at 2 p. m. sharp. The following goods, namely: 2,000 bars "U. B." Soap, 40 Soap Moulds, one large Iron Kettle, one "McClary" Heating Stove (new) 1 Well Pump (good as new), 1 large Writing Desk and Bookcase combined, 1 Bedding Desk, also quantity of office and other furniture.

Terms cash.

W. S. ROBERTSON, Deputy Sheriff.

16-18c.

## NOTICE.

The Calgary and Edmonton Railway Company will apply to the Parliament of Canada, at its next session, for an Act confirming the Company's issue of debentures, and confirming the exchange of debenture stock for the Company's existing bonds, and to approve and validate any arrangement made, or which may be made, between the Bondholders and the Company, and for other purposes.

Dated at Toronto this 17th day of December, 1902.

KINGSMILL, HELLMUTH, SAUNDERS & TORRANCE, Solicitors for the Calgary & Edmonton Railway Company.

17-34c.

## CORSETS.

We have just opened up our spring shipments of Ladies' and Children's Corsets and Corset Waists, and are now fully supplied with all the latest and most fashionable styles, and as usual our prices are surprisingly low.

Below we mention a few of our leading sellers.

The Contour—A high bust Corset with shoulder straps, in dove colored satin; a most easy fitting and stylish Corset; especially adapted for slight figures.  
Price, \$1.15.

We also carry full lines of the celebrated P. D. Corsets, made in Brussels. We wear and fit these Corsets are unsurpassed.  
Prices range from \$1.25 to \$2.50.

The Victoria—(long waist) is one of the best of special utility, combining all the excellencies of the highest class French corsets in elegance of form, ease and comfort of wear, and lightness in weight, in dove and white. Price, \$1.25.

Hygienic Waists—For those who object to the ordinary corsets and require more support giving the greatest possible freedom, there is no form of waist corset that will compare with Hygienic Waists for ladies and children.

January Patterns and Fashion Sheets just to hand.

## W. JOHNSTONE WALKER.

THE MANCHESTER HOUSE.

Agent for Butterick's Patterns.

TERMS STRICTLY CASH.



# Farms

## Vermillion Lands

First selections and all carefully picked.

## TOWN LOTS

Main street and residential.  
Money to lend on improved properties.

T. A. STEPHEN,

Real Estate Agent, Edmonton  
Office 1 door east of Postoffice.

### DeWet's Opinions

London, Nov. 30.—"Had not so many of our burghers proved false to their own colors, England, as the great Bismarck had foretold, would have found her grave in South Africa." That is the keynote of Gen. DeWet's book, entitled "Three Years' War," published by Archibald Constable & Co., in London, and dedicated by the Boer general to "My Fellow subjects of the British Empire."

It is perhaps the most remarkable book by the most remarkable leader that any recent war has produced. The concise, simply told tale of the extraordinary campaign, is marked throughout with the stamp of truth. The boldness of the narrative only serves to bring into striking relief the fiery passages where a strong man literally bursts out his soul in pathetic regret or bitter denunciation.

In thus taking the public into confidence DeWet loses nothing of the glamor with which his exploits in the field surround him. In criticizing he spares not one Boer and British come equally under the lash. DeWet declares that whatever the British people may say in discredit of Gen. Buller, he had to operate against stronger positions than any other British general. Throughout the work the Boer has but slight praise for Lord Roberts and little more for Lord Kitchener. Gen. Knox is almost the only British general who seems to have struck DeWet as a commander with real military genius. Of "Tommy Atkins" he has many kindly words to say, and declares: "The British were far from being bad shots." The comparative immunity of the Boers from harm, DeWet constantly attributes most fervently attributed to the intervention of God.

"If any reader," he says, "is eager to know how it was I kept out of the enemy's hands, I can only answer, although I may not be understood, that I ascribe it to nothing else than this: It was not God's will that I should fall into their hands. For those who rejoice at my miraculous escapes give all the thanks to God."

Nevertheless, the book teems with accounts of military and other strategies by which DeWet outwitted his pursuers. Frequently he recounts destruction and panic among his own men, when his entreaties and jumbling were all of no avail. DeWet pays tribute to Cronje's bravery, and declares he lost at Paardeburg only on account of his fatal obstinacy in not leaving the laager as he was advised to do by Gen. Botha, and by the writer, himself.

Regarding his own forces DeWet writes: "It was far easier to fight against the great English than against treachery among our own people, and an iron will was required to fight against both. Once, if orders had been carried out a little more strictly, and if only the elementary rules of strategy had been observed in our efforts to break the English lines of communication, Lord Roberts and his thousands of troopers would have found themselves shut up in Pretoria, where they would have perished of hunger. It was not the skill of their commander-in-chief that saved them."

Of the blockhouses, DeWet is frankly contemptuous. "The blockhouse policy," he says, "might equally well have been called the policy of the blockhead."

The writer emphatically defends the right to blow up railroad lines and trains as the usages of war, and he declares he never missed an opportunity to do so. The so-called war against women and the misuse of the white flag by the British is sternly denounced by the Boer general, who says: "That such direct and indirect murder should have been committed against defenseless women and children is a thing I should have staked my head would never have happened in a war waged by the civilized English nation, and yet it happened."

The last word is an injunction to his fellow-countrymen to be loyal to the new government. "Loyalty," he says, "pay best in the end, and loyalty alone is worthy of a nation which has shed its blood for freedom."



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